

Palestine Awakens From the Sleep of Centuries

Here is a Palestine girl of the old time, a type that is passing fast. She is the daughter of a rich merchant and is garbed in the Oriental mode. To-day the girls are almost as modern in dress as any American.



What the World War and Its Consequent Peace Has Done for the Biblical Land and How Industry Is Developing Fast as Occidental Ways Are Accepted—British Mandate Largely Responsible

At the right is a characteristic scene in old Palestine, a water carrier delivering his ware by means of a goatskin bag. This primitive human aqueduct is being superseded by a modern pipe supply. Below is a modern hotel recently opened in Jerusalem, a building that compares favorably with most American hotels in towns of like size.



Dark clouds have hung over the ancient city of Jerusalem in Palestine. For a thousand years and more it has been the profaned city—restricted in its development by resentful surroundings—a city with a rope around its neck and with chains on its ankles. Indeed, all Palestine has been weighted down under the Moslem yoke. But now the dark clouds are beginning to rift. Jerusalem and the Holy Land are in the midst of the great transformation. The Moslem yoke has been removed, and the land that is the cradle of two great religions is beginning to grow and develop and prosper and to promise itself a really great future.

It is the result of the Crusade of Commerce! A silent, insistent, efficient crusade, resultant from the great war. Industry is born and immediately garbed in the swaddling clothes of a modern day. Change—change that portends great forward strides—is the patent evidence of the new Jerusalem; the new industrial Jerusalem, banked by fertile fields and rolling pasture lands. A city and a land old as the written word, yet new as the positive outlook of woman-kind.

Jerusalem has been bound; now she is free. Free too, as modern women. Jerusalem's thoughts have been unloosed and she is feeling the urge to activity. Her new power that arose from her new liberty is surging.

Many of the customs that have prevailed for centuries and centuries still prevail. The woman of Judea maintains her ancient dignity and picturesqueness in spite of the coming of the new day. Perhaps, given more time, she will find herself among the progressive women of the world. Perhaps her modes of dress will change with the industrial nascent of Palestine.

Bride of To-day Dresses

As Did Sister 500 Years Ago

But now the bride of Mount Lebanon is as her sister of the golden band was five hundred years ago. Atop her metal spangled turban is a high peak, which looks a bit like a beautifully embellished fire hose nozzle. From this attenuated bridal crown there drops a white canopy, which forms a background for the dark wedding gown—made of the finest obtainable material and sprinkled with figures and gilt spangles. But to Palestine it is as modern as it is ancient. No doubt the "culture of commerce and industry" will serve to modernize the woman of Mount Lebanon somewhat according to our standards of modernity.

"There is plenty of silver lining to the clouds hanging over Palestine," is the message to America of a Chicago man who not so long ago left the prosperity he had found here and settled for the remainder of his days in Palestine, his ancestral home. His return was an inspiration of sentiment, and from a business point of view most unwise, according to his friends. He had made a modest fortune in Illinois. He was one of those who felt it a point of duty to sacrifice something to an idea.

To-day he is the leading figure in a cigarette manufacturing enterprise in Jerusalem, which not only has a profitable domestic trade but which is preparing to branch out and sell Palestine cigarettes throughout the world. He is quite enthusiastic over the industrial prospects of

Jerusalem. Palestine cigarettes, he says, are better than the Turkish—"which come from Greece"—but that of course is a matter of personal taste.

It has been no secret that things were not well in Palestine—even after the war's end. There has been much Palestine propaganda, and those who have absorbed this faithfully have not been entirely misled. But affairs are really not so serious as is the general belief. The fundamental difficulty has always been the hostility of the Arab element in Palestine—hostility due to the fear that they might be pushed out of the way. The Arabs, unduly agitated by the Balfour Declaration, felt that they must take action and arouse indignation to protect their homes. An Arab delegation was sent to Europe to demand the repudiation of the Declaration, and the firebrand Arabians who remained at home hinted at all sorts of retribution—massacres, the preaching of holy wars and the like—in the event the demands of their representatives should be denied. But things are moving fast toward the inevitable compromise.

But to return to the discussion of the birth of industrial Jerusalem: From all parts of Europe and America are newcomers, zealous to endow their former and reclaimed homeland with all the improvements and amelioration of life in London, New York, Paris and Berlin. They are highly trained and experienced men, and when capital is available they employ their adaptability and resourcefulness to the limit to provide openings for industries.

Will Set High Standard

Of Industry and Fashion

These pilgrims to the home of their forefathers are imbued with the bearings of Europe and America, and they are prepared to start the old, slow moving culture of Palestine into the way leading toward what we arrogantly call modern civilization. Their wives, American or European in every trait, are more than likely to inspire the native born Palestine women to emulation.

That is to say: These new, cosmopolitan industrial leaders will set up a sort of social class among themselves. They will be the leaders of industry and wealth and, if you please, fashion. It is not a phenomenon but a natural social progression that the class which sets itself apart with good reason to set itself apart fixes the standards by which communities conduct themselves. Hence in New York our aristocracy of wealth, which in time becomes an aristocracy of birth, sets the standard of conduct, of social behavior, of apparel and of ethical progress.

And so perhaps will the modernization of the Holy Land be inspired. New leaders with the airs of the moving world will come into power. They will form a new and influential class. They will be the pace setters. Their wives will become dominant in feminine spheres.

So eventually the modern Jerusalem will arise—clad in modern clothing; housed in modern structures; laboring with modern implements; manufacturing with modern machinery. Modern indeed!

It is certain to be that the picturesque, ample and heretofore stable fashions in women's wear are to change with the transformation of the utilitarian phase of Jerusalem—the change of a city with a halcyon and historically significant past to one of a busy, humming present—and a most favorable future. It has been so invariably.

Jerusalem, for several reasons, develops

more slowly than other towns of Palestine from an industrial standpoint. Nevertheless, there have been opened in the last few months in Jerusalem a dozen new enterprises for the manufacture of various commodities. The abolition of the tobacco monopoly which the Regie Company held by grace of the Ottoman Government's favor cleared the way for several cigarette enterprises. One factory turns out 250,000 cigarettes a day. Hand labor is employed, but just now there is no economic difficulty and labor is therefore cheap enough to permit manufacturers to compete with foreign imports.

Although there is no stringency resultant to unemployment in Palestine there are troubles approximating similar unfortunate circumstances in American cities—particularly New York. For example: There is a housing shortage in practically every Palestinian city, and more particularly in Jerusalem itself. This shortage is due no doubt to the tremendous ingress of people from the Western world and Europe who are returning to revivify the land of their fathers.

In every town the housing shortage is acute. In Jerusalem, where land is dear, impatient house hunters have built their dwellings on the tops of old houses. The flat roof of the Eastern dwelling house renders this quite plausible; the new house is built on top of the old one, being practically an extra story. Stairways from the outside provide separate entrances, and it is really as if a new and private home were made.

In towns where land is not so dear—such as Jaffa—everybody is building. Hotels, office buildings, large residences and workmen's dwellings are being feverishly put up.

Ages Old Jaffa Compared With Baby City, Tel Aviv

A most interesting community is the town of Tel Aviv, which has been incorporated as a suburb of the ancient seaport city of Jaffa. Tel Aviv is only twelve years old; Jaffa is as old as the Phoenician sailors. The area placed under the borough control in Tel Aviv is greater than the area of Jaffa, and the population of this unbelievably new town, set as it is among towns older than the memory of literature, is practically as great as the population of Jaffa.

Moreover, Tel Aviv is the most modern town in Asia Minor. Its streets and houses are illuminated by electric lights and include all modern conveniences. Last year Tel Aviv was still purely residential—a delightful garden suburb. To-day the visitor might readily imagine himself in a busy Western industrial town. Tel Aviv is what we know as a "boom town." But it is a glorified one. It retains the aspect of a lovely garden to a great degree while it increases its strength in industrial activity. It is far more modern than any of the Western towns that grow up overnight. Out in the American oil fields, where new towns come simultaneously with and like gushers of oil, there is none which could arrogate itself so high as to compare itself with Tel Aviv.

Of Tel Aviv's new industrial projects first in importance and most interesting is the silicate brick factory. This enter-

prise, at a cost of \$350,000, imported its machinery. The factory occupies 55 dunams of land and will turn out 12,000,000 bricks and 1,000,000 tiles a year—or double the quantities if necessary. The factory is significant of the new energy of the transformed Palestine.

Originally houses were built of stone, which was freely found in the Judean hills. This stone was cheap, but its porosity—its tendency to absorb dampness—made it not feasible to erect large buildings or any sound structures of it. Directly after the war artificial bricks were experimented with, but it was found that these bricks had an attraction and a capacity for moisture and therefore the tendency to deteriorate. The silicate process was then effected—in which the brick is put through a process of baking which renders it waterproof—and the new material is found quite efficient. It is cheap, and seven or eight story structures have already been built with these silicate bricks.

Another important industry which has chosen Tel Aviv for its background is the textile industry. A wealthy Lodz manufacturer has brought over his machinery. The unfavorable exchange rates converted his paper millions into a few thousands, but he found new capital in Tel Aviv, and the wool of Beersheba will no longer go begging nor the best be exported. Carpet factories in Jaffa, Tel Aviv and Jerusalem will hereafter be supplied by the textile industry of Tel Aviv, and Palestine wool only will be used.

Carpets are always suggestive of the Orient, where walls as well as floors are covered with them and where every devout Moslem has his praying mat. Primitive weaving has long gone on, but the Pro-Jerusalem Society has opened workshops for giving apprentices a more technical knowledge of the carpet industry. On the outskirts of Jerusalem a company has established a large carpet factory, which has met with success.

The influx of Europeans has created a demand for all kinds of furniture, which is far too expensive an article to import. But though every carpenter is busy the small man cannot meet modern requirements. Both at Haifa and Jerusalem cooperative carpentry companies have been formed; in one case a European manager trains the local workers. A bigger enterprise has been started by Americans with up to date machinery and it is engaged on standard school and office furniture for the Government, which takes every opportunity of patronizing local industry. Quite a num-

ber of the clients of these factories are newly engaged couples, who order their complete home requirements and for whom the designs in foreign catalogues are often reproduced.

Jaffa is now the principal Palestine port, but Haifa is its keen rival. Jaffa's advantage is given it in the handling of the great orange trade of Judea. At Haifa the new enterprise is the big oil factory now being erected. Olives are plentiful in all Mediterranean countries, and a long list of byproducts is being planned by the company, which has opened a factory at Alexandria in Egypt. Another project afoot in Haifa is for a steam flour mill, with a capital of \$450,000, to cater to grain growing Galilee. One large mill for the production of coarse grain flour has been started at Hebron.

There is now sitting a Government commission on small industries to consider

and report on ways of assisting the village crafts, such as pottery, weaving, basketry, dyeing and tanning.

The Department of Commerce and Industry is having a great deal to do with the increasing prosperity and is organizing local chambers of commerce throughout Palestine.

It has always been an agricultural country, but least of all the new developments have its agricultural potentialities been tapped. Throughout the land now there may be seen Arab farmers plowing with the ancient primitive forked tree contraptions, an ass and two men leading the plow through the globe and another man guiding the furrow from the plow handles.

Seeking to Restore

Agricultural Prestige

In ancient times Palestine held a much larger population because the people cultivated its numerous fertile hills in terrace fashion, and traces of these step-like banks, which held the moisture of infrequent rains and enlarged the area of cultivation, are still to be found. At Dulb, outside the walls of Jerusalem, an experiment recently made to renew these terraces proved successful.

In the historic vale of Jezreel, associated with Deborah's victory and with Gideon and his 300 lappers of water, several workmen's agricultural groups are busy plowing, building barracks and cutting a road to the Haifa-Semakh railway line. The progress is rapid, due to the use of the latest farming machinery which has been sent by workers in the United States to their fellows on the farms of Palestine. Six tractors, two threshing machines, one petrol road roller, one stone crushing machine and a large number of modern plows represent together such astonishing ingenuity as Palestine had not dreamed of.

The greatest surprise to the gay immigrants who went back from the lively places to Palestine thinking they were sacrificing themselves in the social life they have found. It is by no means as deficient as they expected it to be in derelict Palestine. Electric lights have done great things. There are cinema theaters. And there are cafes as gay as any in the gayest of the lesser cities of America.

Origin of Sea Terms

THE origin of many nautical terms undoubtedly will surprise many of us. Take the word Admiral. How many people think of it, except as a thoroughly English word; yet its origin is Emir el Bagh, Arabic for "Lord of the Sea." Captain comes direct from the Latin *caput*, a head; but the word mate owes nothing to any dead language, being almost identical with the Icelandic *mati*, which means a companion or equal.

Originally coxswain was the man who pulled the after oar of the captain's boat, then known as a cock boat. "Cock boat" is a corruption of the word coracle, and the coracle is a small round boat used for fishing. So coxswain comes to us from the Welsh. Commodore is the Italian *Comandatore*, or commander, and naval cadet was originally the French *cadet*, which, going a step further back, has the same origin as the word captain.

We frequently hear of "Davy Jones." There never was such a person; but speak of "Duffy Jonah's locker" and you have the original term. "Duffy" is the West Indian negro term for spirit or ghost, while "Jonah" refers to the prophet of that name. "Dog watch" comes from "Dodge" watch. This "Dodge" is to enable the men to "dodge" being on duty every day at the same hours.

Three thousand years ago rope was made from bulrushes, the Latin name for which

is *juncus*, so we have the nautical term "junk" for a rope's end, and the sailors carry the word a step further, and call their meat "junk." The words starboard and larboard (the latter known as port to-day) have developed in an interesting manner. Starboard has nothing whatever to do with stars, but really is steer board, Anglo-Saxon for steer side, because when the old galleys were used they were steered by an oar fixed to the right hand side of the stern, and the inboard portion was held by the helmsman in his right hand. Larboard is probably a corruption of lower board or side, as it originally was considered inferior to the starboard.

"Jury mast," which sounds as if it had something to do with a law court jury, is quite innocent, although both words come from the same *jour*, the French for "day." Jury mast thus means a mast that is put up temporarily—for a day—just as jury in the legal term implies a tribunal summoned for a short period only.

SPeaking of touchy persons, the superintendent of a department in a city factory was asked the meaning of "sensitive" by a foreign workman who broke his English as he spoke it. "Well," said the superintendent, "a sensitive man is one whose feelings are hurt easily. Why do you want to know?" "The boss," said the workman, "he ask me not to call John a baldheaded boob because he's sensitive."